

Intimations.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS
AND
CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS
AND
SHERRY.

Before Dinner.

THE SAME.

At other times and at all times
Champagne Bitters and Whiskey is
good.Stick to this advice and you'll
never know you have a liver.WATKINS,
LIMITED.Chemists and Aperted Water
Manufacturers.

Hongkong, 13th August, 1901. [714c]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

55.50 per Cask of 375 lbs. Net ex Factory.
53.30 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901. [710c]

KELLY & WALSH, LD.

Sole Agents in China, Japan, the Straits Settlements
and the Philippines for the

YOST TYPEWRITERS,

Three record orders have been received for
the Yost after that machine has been thoroughly
tested against all other makes, which proves
that the

YOST IS THE BEST TYPEWRITER.

Price \$25.00.
Hongkong, 21st September, 1901. [690c]THE
ROBINSON PIANOFORTE CO.,
LIMITED.

All the best known makes kept in Stock.

The Greatest Assortment of Musical Instruments
in the Far East.

Constant Shipments of all the Latest Music.

Hongkong, 2nd September, 1901. [953c]

WE HAVE BEEN APPOINTED
SOLE AGENTS
FORMARTELL & Co.'s
BRANDIES.

	PER CASE.
ONE STAR	\$22
THREE STAR	28
V.S. O.P.	44
V.V.S. O.P.	80

H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong, 24th September, 1901. [953c]

A. CHEE & Co.

17A, Queen's Road, Central.

ESTABLISHED 1859.

FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses;
Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c., &c.Our store is situated between the Principal Banking Institutions and
Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

To-day's
Advertisements.

GUARANTEED CURE.

After protracted and painstaking research, a thoroughly safe and certain Remedy has taken discovered, which will positively Cure any Disease of the Nervous System. It is a sure Cure for Nervous Debility in all its forms, from whatever cause arising, Wasting Decay, Predisposition to Consumption, and I will send the prescription, and full particulars of the Remedy to any sufferer, on receipt of a self-addressed stamped envelope.—Address: Rev. JOSEPH HOPE, "St. Cloud," Westcourt Road, Worthing, England. (Name this paper). [1050c]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship
"HAILONG,"
Captain Bathurst, will be despatched for the above Port, on THURSDAY, the 26th instant, at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 24th September, 1901. [1051c]SHEWAN, TOMES & CO.'S
NEW YORK LINE.FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"ASAMA,"
Captain F. F. Bement, will be despatched for the above Port, on the 15th December, 1901.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 24th September, 1901. [1052c]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "RICHMOND CASTLE,"
FROM NEW YORK, STRAITS AND
MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st October, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st October, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st October, at 3 P.M.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.
Hongkong, 24th September, 1901. [1053c]To-day's
Advertisements.EOTHEN MARK LODGE,
No. 264, E.C.A REGULAR MEETING of the above LODGE will be held at the FREEMASON'S HALL, Zealand Street, TO-MORROW, the 25th instant, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 24th September, 1901. [1018c]INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"YUENSANG,"
Captain Rolfe, will be despatched as above on FRIDAY, the 27th instant, at 5 P.M.
This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 24th September, 1901. [1049c]FOR SINGAPORE, PENANG AND
CALCUTTA.THE Steamship
"LIGHTNING,"
Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 1st October, at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 24th September, 1901. [1037c]FOR SINGAPORE, PENANG AND
CALCUTTA.THE Steamship
"LIGHTNING,"
Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 1st October, at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 24th September, 1901. [1037c]

STEAMSHIP "LAOS."

COMPAGNIE DES MESSEGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Ortega*, from Havre ex s.s. *Ortega* and from Bordeaux ex s.s. *Ville d'Arras*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, the 24th instant, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 1st October, at NOON, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 1st October, or they will not be recognized.
All damaged packages will be examined on TUESDAY, the 1st October, at 3 P.M.
No Fire Insurance has been effected.
P. DE CHAMPMORIN,
Acting Agent.
Hongkong, 24th September, 1901. [1004c]

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Case	Per Bottle
ST. ESTEPHE	8.90	7.50
ST. JULIEN	9.00	9.80
LA ROSE	12.90	13.90
CHATEAU HAUT BRION	18.60	19.20
LARRIVET	21.00	22.20
CHATEAU MOUTON D'AR-	21.00	22.20
MAILHACQ	21.00	22.20
CHATEAU PONTET CA-	25.00	—
NET	30.00	—
CHATEAU LA TOUR CA-	30.00	—
NET	42.00	—
CHATEAU RAUZAN	42.00	—
CHATEAU LAFITE	48.00	—

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CARNET,
CHATEAU RAUZAN AND
CHATEAU LAFITEare commended to the notice of Con-
noisseurs as high-class after-dinner
Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 24, 1901.

REUTER'S TELEGRAMS.

CHINA AND THE POWERS.
GREAT BRITAIN'S REPRESENTA-
TIVES IN THE COMMERCIAL
NEGOTIATIONS.

LONDON, September 21st.

Sir James Lyle Mackay, K. C. I. E., will start for China about the 10th of October, to conduct the commercial negotiations in China provided for under the Protocol. He will be assisted in his labours by Mr. Henry Cockburn, C.B., Chinese Secretary, British Legation, Peking, and Mr. Mr. C. J. Dudgeon, Merchant, Shanghai.

THE TSAR'S VISIT TO FRANCE.

The Tsar witnessed a review of four French Army Corps at Rheims. There was a brilliant and memorable spectacle. At a luncheon which followed, President Loubet, and the Tsar, emphasized more than ever the friendship and alliance existing between France and Russia.

ANOTHER BOER APPEAL FOR
ARBITRATION.

September 22nd.

Baron Van Lynden, Dutch Minister of Foreign Affairs, will introduce a Boer appeal for arbitration at the next sitting of the Dutch Parliament.

TSAR'S VISIT TO FRANCE
TERMINATED.

The Tsar has left France.

SOUTH AFRICA.—BRITISH
SUCCESS.

Commandant Botha with a force of 1,500 Boers, is moving East from Ermelo into Zululand.

Colonel Williams has captured almost the whole of Commandant Koch's commando.

General Benson has captured a Carolina commando.

THE VLAKFONTEIN FIGHT.

The British losses at Vlakfontein were six killed, twenty three wounded, and 103 captured.

LOCAL AND GENERAL.

PARCEL MAILS for Europe, &c., per s.s. *Chuan* will close at 3 p.m. on Friday, the 27th instant.

THE COMMODORE'S OFFICES are being shifted to more commodious and cooler premises on the other side of the Naval Yard.

THE ROSETTA MARU made another fast trip down from Japan. We can congratulate Capt. Tate on getting 14.2 out of the old *Rosetta* without any special effort.

CHINA SUGARS have during the past week had a solid rise, going from \$36 to \$46. The reason is the new tariff fixed by Japan which comes into force next month. Our local mills are working night and day to turn out the utmost they can to reach Japan before the new duty is levied.

DR. MAURICE SPRINGER, an American physician, residing in Paris, has discovered a method of adding to the human stature. He has increased by three inches the height of Miss Ruth Linton, a pretty young woman of Washington, who was made unhappy by excessive shortness, her height being only 4ft. 10in. His method consists principally in the daily application of static electricity to the cartilage of the knee joints. He also makes injections into the cartilage, orders daily massage and compresses soaked in salt water to be applied to the knee joints at night.

A SMALL INCIDENT illustrating the mutual sympathies of the nationalities concerned was witnessed at Woosung yesterday, says the *Mercury* of the 16th inst. The Russian Volunteer steamer *Saratov*, with some 2000 troops on board, was bound outward, and as she passed two French commerce-destroyers the Russians cheered the French to the echo, her decks being crowded on the nearest side. These cheers were returned heartily by the French. Immediately afterwards, H. M. S. *Orlando* was passed, absolute silence reigning on board the *Saratov*. Could anything be more typical of the relations of the three?WE SUPPOSE that recent affairs between sailors at Nagasaki have called forth the following order which was issued from Division Headquarters on the 14th inst. at Manila:—
HEADQUARTERS DIVISION OF THE PHILIPPINES.

General Orders, No. 257. Manila, P.I., September 10, 1901.

Under instructions contained in endorsement from the War Department, dated Adjutant General's Office, Washington, D.C., July 20, 1901, discharged civilian employees and discharged soldiers, entitled to transportation from the Philippine Islands to the United States, will not be permitted to land from any transport in the harbor of Nagasaki, Japan. The chief quartermaster of the Division will cause a copy of this order to be placed in the hands of quartermasters of all transports before departure for the United States.

By Command of Major General Chaffee,
W. P. HALL,
Assistant Adjutant General.COTTAM & CO. for SNOW'S and BUCK-
INGHAM and HECHT'S BOOTS and
SHOES.

BAD SANITATION in the village of Tai Hang was the cause of the appearance of Lai Chun Ho and fifty others at the Police Court on remand, this afternoon, before Mr. Kemp to answer a summons charging them with not complying with the regulations of the Sanitary Board. The case was adjourned until the 25th November.

THE GREAT FAST DAY amongst the Jews, the Day of Atonement, was yesterday. Special services were held in the Synagogue which were well attended. The Stock Exchange was nearly deserted as no strict Jew would think of doing business in any shape or form during his twenty-seven hours abstinence from food and all indulgences.

AT A SPECIAL SESSIONS of the licensing bench held this afternoon, at which were present Mr. F. A. Hazeland (presiding) Mr. Kemp and Mr. Melbourne with Mr. Hirsthouse appearing on behalf of the applicant, a publicans general licence was granted to Mr. J. Lacock. We congratulate this gentleman, who has been long and favourably known in the Colony and predict a success for the Bay View Hotel.

IN ALL THE ACCOUNTS of the Victoria Club's Aquatic Carnival one name has been omitted, that of Mr. A. A. Alves, who is deserving of the highest praise for the way in which he worked to make the meeting a success. Although not showing so prominently on the day in question, a great deal of the important arrangements had been left to him, and they were performed in his usual thorough fashion.

A THREE-WHEELED CAB has made a modest appearance on the London streets. The third wheel is in front of the passenger, and saves him from headlong catastrophe when the horse slips and falls upon the watered roadway. There is, we believe, says the *Daily Chronicle*, but one three-wheeled cab to be found at present, and few there be that find it. But its driver stated to one that found it that it is lighter than the ordinary hansom. It should, therefore, be more successful than the four-wheeled hansom that some years ago tried to gather in those who shirked the perils of two wheels and the delay of four.THE STR. *SUAL*, which arrived at Shanghai on the 17th inst., from River ports, reported:—Fine weather and fresh breezes. *Kiangkuan* was expected to get off on Monday. *Kiangyu*, *Kiangtong* and *Leiyuen* were standing by to assist. *Talei Maru* still ashore and likely to remain there for some time. H.M.S. *Woodcock* arrived at Hankow on the 14th instant. H.M.S.S. *Algerine* and *Snipe* still at Hankow on that date. H.M.S. *Bramble* at Kiukiang on the 15th inst. H.M.S.S. *Endymion*, *Dido* and *Pique* at Nanking on the 16th instant. H.M.S. *Plover* at Wuhu on the 16th instant. H.M.S. *Redpole* left Wuhu for up river on the 16th instant.

PUN LOK again appeared before Mr. Hazeland, on remand, charged with armed robbery, at No. 11, Dock Street on the night of the 13th September. L.S. 39 conducted the prosecution on behalf of the police. The prisoner made a statement to the effect that on the night in question he heard cries of "save life," and upon going to a staircase saw a girl surrounded by a number of people. He inquired what was the matter, and was told there had been a robbery. The girl, after pointing at several men pointed at him and said he was the robber. Some men got hold of him, and he was taken to the station and searched, but no arms were found upon him. He denied the charge, and was committed for trial.

M. JULES BOIS, who has just returned to France after a long stay in India, with Pierre Loti has been defending our rule with an enthusiasm as gratifying as it is unexpected. He says that the British "barbarians" are liked and respected by the natives, who are perfectly satisfied. The British have done everything humanly possible to better the lot and further the education of the native, who, recognising that he must always be subject to some great nation, prefers the British should be that nation. In the event of a Russian invasion, says M. Bois, the whole of Northern India would rise as one man to fight, and, if need be, to die for the sake of the British.—*M. Mail*.

IT WAS in Dunedin that an ingenious Ah Sin—there are many Chinese about the Otago diggings—once made a famous attempt to break through the Scottish "ring." A road-contract was advertised by the town council, and when all the tenders came in, the lowest—from one Alexander Macfarlane—was selected, and the would-be contractor written to and invited to call and sign the necessary papers. At the appointed time a bland Chinaman appeared and answered to the name. "But, look ye here, mon," said the surprised head of the council, "yer name's no' Alexander Macfarlane, surely?"

"Allitee," said the Celestial, "me saved this pidgein—suppose no gottie name belong 'Mac,' no gottie contact?"

EVEN THE LEAST SUPERSTITIOUS are often struck by the misfortunes which attend some persons on certain dates. A large firm in the City (says the *Daily Chronicle*) has in its employ a living instance of the fact. On June 12 an employee lost his left arm by coming in contact with machinery. The accident disabled him for his then employment, and he was given that of a messenger. Again on a June 12 he was run over in the Strand, while on an errand, result a broken leg. The next accident was a fall on the stairs in the firm's buildings, again on June 12. The right arm was broken that time. The fourth mishap on another anniversary broke three ribs. The firm took the case into consideration, and issued an order that in future the employee was to take a holiday on that date, an year, with which he has now complied for some years.COTTAM & CO. for EVENING DRESS
SHIRTS.

MESSRS. H. PRICE & CO. have been appointed sole agents for Martell & Co's well-known brandies. This firm is one of the largest houses in the trade, and its sales of bottled goods exceed those of any other house in the world. In London, Martell's brandy is far ahead of all others.

A SITTING OF THE FULL COURT will be held at ten o'clock to-morrow in the Supreme Court building with reference to the death of the late J. J. Francis, Esq., K.C. From the great respect in which this gentleman was held a full attendance of the Bar is anticipated.

WE have received for publication a long correspondence between the Hon. T. H. Whitehead and H. E. the Governor on the subject of the appointment of a new Director of Public Works. Unfortunately want of space prevents our publishing it to-day, but it will appear in to-morrow's issue.

A REPORT has been made to the police by Kwok Kan Chun, the master of the *Chun Kai Li* fishing junk, that at about 3.40 on the morning of the 23rd instant when sailing off Shan Mi, he was run into by the French mail steamer *Indus* and damage was done to the junk to the extent of \$1,000. No lives were lost.THE LATE MR. J. J. FRANCIS, K.C.
AND THE HONGKONG COLLEGE
OF MEDICINE FOR CHINESE.

At a meeting of the Court of the College of Medicine for Chinese, held at noon to-day (Tuesday) in the Legislative Council Chamber, and presided over by the Honourable J. H. Stewart Lockhart, C.A.G., Recorder of the College, the following resolution recognising the services of the late Mr. Francis to that institution was adopted.

That the Court of the Hongkong College of Medicine for Chinese desire to express their profound regret at the sudden death of Mr. J. J. Francis, K.C., Standing Counsel of the College since its foundation in the year 1887, and their sense of the great loss the institution has sustained by being deprived of the wide knowledge and ripe experience which Mr. Francis always so readily placed at the disposal of his colleagues in the Court. The Court further desire to convey to Mrs. Francis their deep sympathy in her sad bereavement.

ROAD MAKING EXTRAORDINARY.

That part of Queen's Road where letters addressed "Government Steam Roller" were delivered for three or four days, is now being made in a manner worthy of the best traditions of the Public Works Department. In the first place a deep trench was made and a storm water drain put down (its whereabouts was discovered by the aforesaid roller), then the loam was loosely filled in, and now a solid foundation for the blue stone capping is being laid. This foundation is composed of broken blue brick bats that crumble under a coolies' foot, mud, loam, and in fact any old muck that is handy. The first heavy rains we get will cause this mixture to settle and form those ruts in the top dressing at which we are continually grumbling.

FOOTBALL.

The arrangements for the Six-a-side Challenge Cup and Medals of the Hongkong Football Club were made last night. The following are the seven competing teams:—

	J. McMurtre (Capt.)	C. T. Kew (Capt.)
W. W. Clark	S. L. Jenkins	
E. M. Bishop	R. Henderson	
W. R. Robertson	H. S. Holmes	
E. D. C. Wolfe	J. H. Seih	
J. Hays	J. Bustoso	
W. H. Russell (Capt.)	A. R. Lowe (Capt.)	
P. H. Cox	H. A. Seth	
B. E. Hanson	H. Von der Pfordten	
D. M. Graham	R. E. N. Padfield	
H. C. Sandford	R. Kerr	
H. F. Henningsen	E. Burns-Pye	
A. M. Beattie (Capt.)	J. D. Danby (Capt.)	
N. H. Rutherford	C. H. P. Hay	
C. G. Danby	E. J. Libeaud	
L. J. C. Anderson	E. W. Carpenter	
G. B. MacDonald, R.A.	E. J. Davies	
G. H. Edwards	W. Armstrong	

The following will act as substitutes:—J. W. Crouch, J. Norion-Kyshe, J. Hooper, C. P. Chater (Junc.), J. P. Jordan, H. S. Bevan, J. Grant-Smith, T. W. Hornby, and J. V. Bennett.

The matches have been arranged to take place at ten minutes past five on the following days:—
September 30—Kew v. Beattie.
October 1—Russell v. Danby.
October 1—Lane v. Goldring.
October 4—Beattie v. Russell.
October 7—Kew v. Kew.
October 7—Kew v. Danby.
October 8—Lowe v. Beattie.
October 8—Russell v. McMurtre.
October 6—Goldring v. Kew.
October 10—Lowe v. Russell.
October 11—Danby v. McMurtre.
October 11—Goldring v. Beattie.
October 14—Beattie v. McMurtre.
October 15—Goldring v. Russell.
October 15—Lowe v. Danby.
October 17—Danby v. Goldring.
October 18—Lowe v. McMurtre.
October 18—Kew v. Russell.
October 21—Goldring v. McMurtre.
October 23—Beattie v. Danby.
October 24—Kew v. McMurtre.

The Club colours are white crêpe shirt, dark blue knicker and stockings.

COTTAM & CO. LATEST SHAPES IN
LINEN COLLARS.

THE COCHRANE STREET
COLLAPSE.

THE ENQUIRY REOPENED.

After the adjournment for tiffin yesterday the examination of Mr. Tooker was proceeded with. He said: In houses built on the slope I would not expect to find the foundations at an average depth of six inches below the floor level. It is usual in submitting plans to show the existing work as well as the intended new work in cases of alterations and additions. The plans do not show what work existed before the alterations, and there is nothing to show that there was originally a couple of cross walls in these houses. That is a very important omission. There is nothing in the plan to show the staircases were to be removed. Plan E. shows no staircases at all, and there are no foundations shown for the new internal cross-wall. The removal of the staircase would probably tend to weaken the party wall. No detail drawings of the verandah for No. 34 Cochrane Street have been submitted to my department, and that was the reason why Mr. Crisp was sent to Cochrane Street in May. The owner did not sign the agreement with respect to the verandah. I read an article in the *China Mail* in August, 1899, relating to a building in Hongkong. It gave rise to a considerable amount of discussion, but I was not in the Colony at the time, though I afterwards saw the article. I heard there had been several collapses while I was away on leave. Ever since I have been in the Colony there have been collapses occasionally. And knowing that fact, why did you pass these plans?—Most of the collapses were due to the typhoon. We could have told the architect to open the foundation. In theory that is all right.

Was there anything to compel you to sign these permits?—We were bound to approve of the plans unless we knew the buildings were not in accordance with the Building Ordinance. You might have said "we have not time to approve them?"—I don't think that would have been an excuse under the Ordinance.

Is there anything in the Ordinance that says you must approve of plans within a certain time?—No.

You have seen the buildings lately?—Yes. In what remains of the buildings can you point out any deviations from the plan? I noticed in the work the following deviations:—On the ground floor of No. 34 there was a large archway instead of a cross-wall. At the kitchen there is a large archway instead of a wall.

Is there any internal cross-wall as shown in the plan?—No.

Continuing, he said:—There were no chimneys in accordance with the plan. There should have been a pipe flue but that is not drawn. On the roof there was a brickwork superstructure about seven feet high and five feet square. It seems as though it had been used as a cookhouse. By the side of it was another superstructure partly broken. In No. 34, Cochrane Street there was an arch on the ground floor, instead of a wall. The internal cross-wall was missing, no chimneys were shown on the plan, and there was a brick superstructure nearly similar to that on No. 34. It was not quite so high. The side of the superstructure appeared to be built on the party wall between No. 32 and 34. Superstructures of this kind are not considered part of the party wall nor do they necessitate any increase in thickness.

Have these deviations had anything to do with the collapse?—In a slight degree. I do not think the want of chimneys, nor the superstructures had anything to do with it. I think if the cross-wall had been built it would have strengthened the building.

Are you still of the same opinion with regard to the cause of the collapse?—Yes.

Continuing, he said:—I don't think the vibration in the blacksmith's shop would tend very much to weaken the wall, nor do I think it had any effect upon the collapse. It might have contributed to it in a slight degree. In my opinion the party wall would have fallen down sooner or later without the additional storey.

It might have stood that way for years?—I doubt it.

How many people would be allowed to inhabit these houses after the alterations?—Fifty-five in each.

Have you any idea how many Chinese houses have had a fourth storey added to them lately?—During the year 1900 plans were deposited for raising 189 houses an extra storey in height. The plans were all approved under the Building Ordinance.

Witness then read the following statement:—When I arrived in the Colony, in 1890 I was placed in charge of the Building Ordinance and other work carried out under the heading of Annual Recurrent Expenditure. That included maintenance of Government buildings, maintenance of the Public Cemetery, maintenance of Pnyia Wall and Piers, maintenance of lighthouses, maintenance of roads throughout the Colony, lighting the city with gas, maintenance of the Hongkong Recreation ground, and others works of a miscellaneous character which cropped up from time to time. Mr. Brown was Surveyor at the time, and my staff consisted of an assistant engineer, two overseers for roads, three overseers for buildings, one overseer in charge of the Cemetery, and one overseer for Building Ordinance work, besides two or three native foremen. Mr. Cooper succeeded Mr. Brown in 1891, and giving me another assistant engineer added maintenance of telegraphs to my work. This staff was maintained up till the time I went on leave in March, 1897, and when I returned to the Colony in March, 1898, Mr. Ormsby, who was then the Director of Public Works told me that I should have to do with one assistant engineer. That

was Mr. Hazeland, who was engaged nearly all his time upon Building Ordinance work. Mr. Ormsby added to my work maintenance of buildings and telegraphs in the New Territory. I was on leave at home in the Autumn of 1898, and returned in December, 1899. My staff was then one assistant engineer, two overseers of roads, four overseers of buildings, one overseer of the Cemetery, one overseer for the Recreation Ground, and a few native foremen. The principal overseer of Government buildings, Mr. Gowenlock, resigned in June, 1900, and the vacancy was not filled up till the 1st November of the same year, when an assistant overseer was appointed locally. In October, 1900, the principal overseer for roads went home on sick leave, and died on the passage. His place was not filled up until the other day and I was left with one overseer for roads and telegraphs in the Colony, and for telegraphs in the New Territory until the beginning of 1901, when I had an assistant overseer, who was a sick man and could do very little. He was taken away at the end of February, 1901, and I was again left with one overseer for roads and telegraphs until about the middle of the year, when I got the assistance of Mr. Carroll, who was formerly overseer for the maintenance of sewers. He worked with me for about a month when he got sick and had to go home on leave. I am again left with one overseer for roads and telegraphs, though just recently another overseer was appointed for roads, and two more Portuguese foremen.

Mr. Bowley:—When Mr. Crisp arrived Mr. Xavier gave up all his duties under the Building Ordinance?—Yes.

Why was that done?—Mr. Ormsby told him to do it.

Hon. W. Chatwin, Acting Director of Public Works, said:—I was away from the Colony from May, 1900 until March, 1901. Before becoming Acting Director of Public Works I had nothing to do with Building Ordinance except as Acting Director of Public Works, and I had nothing to do with Nos. 32 and 34, Cochrane Street until after the collapse. I have since inspected the buildings.

Mr. Bowley:—What is your opinion as to the cause of the collapse?—The only thing I can attribute it to is the bad construction of the party wall between the two houses. I have very little doubt that the addition of a new storey contributed towards the collapse.

What have you to say about the foundations?—They appeared to be good.

There is no fault to be found with them?—The slabs of stone were very rough, but there was no visible defect about them.

His Worship:—Would you describe them as good?—Yes.

Mr. Bowley:—Strong enough to bear the weight of the wall?—Yes.

Continuing witness said:—As a professional man, if I was consulted with regard to the advisability of adding another storey I would examine the walls very carefully, as I knew the building was an old one. In the first instance I would examine them externally to see the nature of the materials. To do this of course, it would be necessary to remove the thin veneer of lime on the walls.

Would you have thought it necessary to cut open the walls?—In the case of these particular buildings, I think I should come to that conclusion.

Would you have thought it necessary to open the foundations?—It would have been a wise and prudent thing to do.

Do you think the carrying on of a blacksmith's trade would tend to injure the walls?—No, not light work. Heavy work would create a serious defect.

Would the operation of taking down cross-walls, and altering staircases tend to affect the buildings?—Yes, it would probably affect the walls.

His Worship:—Do you propose to ask his opinion about Section 75?

Mr. Bowley:—No, your Worship. Of course, if your Worship wishes me to.

His Worship:—No, I don't want it.

Mr. Bowley:—That is all the evidence. Your Worship, I propose to adduce, and with your permission I should like to make a few remarks on the evidence.

His Worship:—Yes.

Mr. Bowley:—As I mentioned to your Worship, in reopening this enquiry, of course, it is quite clear that the deaths of these unfortunate people were caused by the collapse of the houses, and I take it that the real cause of this enquiry is to find out why these houses collapsed. I think we have overwhelming evidence from several expert engineers that the real cause of the collapse was the faulty construction of the party walls between the two houses. Therefore, the enquiry really limits itself to the finding out of the cause of the falling of the party wall. I think your Worship will be of opinion that the fall of the party wall was brought about to a very great extent, if not altogether, by the addition of a new storey comprising heavy beams and brickwork. There were, possibly, minor causes, such as the soaking of rain into the building and the vibration caused by the work in the blacksmith's shop, but in spite of these, I submit that the chief cause of the collapse was the addition of the new storey to this old building. We now know pretty well how it was this new storey was constructed. It was an old building erected in 1878, probably without much supervision in those days. Originally it was a three-storey house, and was built of blue brick. Somehow or other it stood the wear and tear of usage and climate for some 23 years. Recently it changed hands, and the new owner, seeing what was going on everywhere in the Colony, thought he would do the same as other people and add another storey. Before doing so he took professional opinion as to its feasibility, and went to an architect and asked him to find out if the

walls were strong enough. The architect, though he must have known the condition of buildings in the Colony, and though he had warning by the many collapses that had previously occurred, thought it sufficient to send an overseer to look after the matter. He had no instructions to make a careful examination of the building, but simply to look at the walls. The overseer went there and spent twenty minutes in each house. He never thought to look at the foundations, or even to scrape away the whitewash from any part of the walls, and did not even plumb them except with his eye. He did not cut into them to ascertain their solidity—he simply looked at them. Then along came the draughtsman to measure the houses. He spent fifteen minutes of his valuable time there, and took three measurements—breadth, depth, and height of each floor. From these three measurements he drew up the elaborate plans that have been produced in Court, each of them absolutely incorrect in several respects. The time he spent in each house was thirty-five minutes. The plans were made out containing misleading information, and leaving out some very important information that should have been included. The plans do not show there were two old cross-walls that had to come down, and no foundations whatever except to the new wall. The height of the wall itself is mere guesswork, and in one plan no staircases are shown at all. These plans are thought to be sufficient to pass the Public Works Department, and they are sent up, and after a cursory glance by that very much overworked official—the Executive Engineer under the Building Ordinance, they are sent to the M. O. H. whose only duty is to find out whether the height of the wall is in correct proportion to the width of the street. He does his duty. An overseer is sent to measure the street—not to inspect the building, and ascertain whether they are fit to be built upon. 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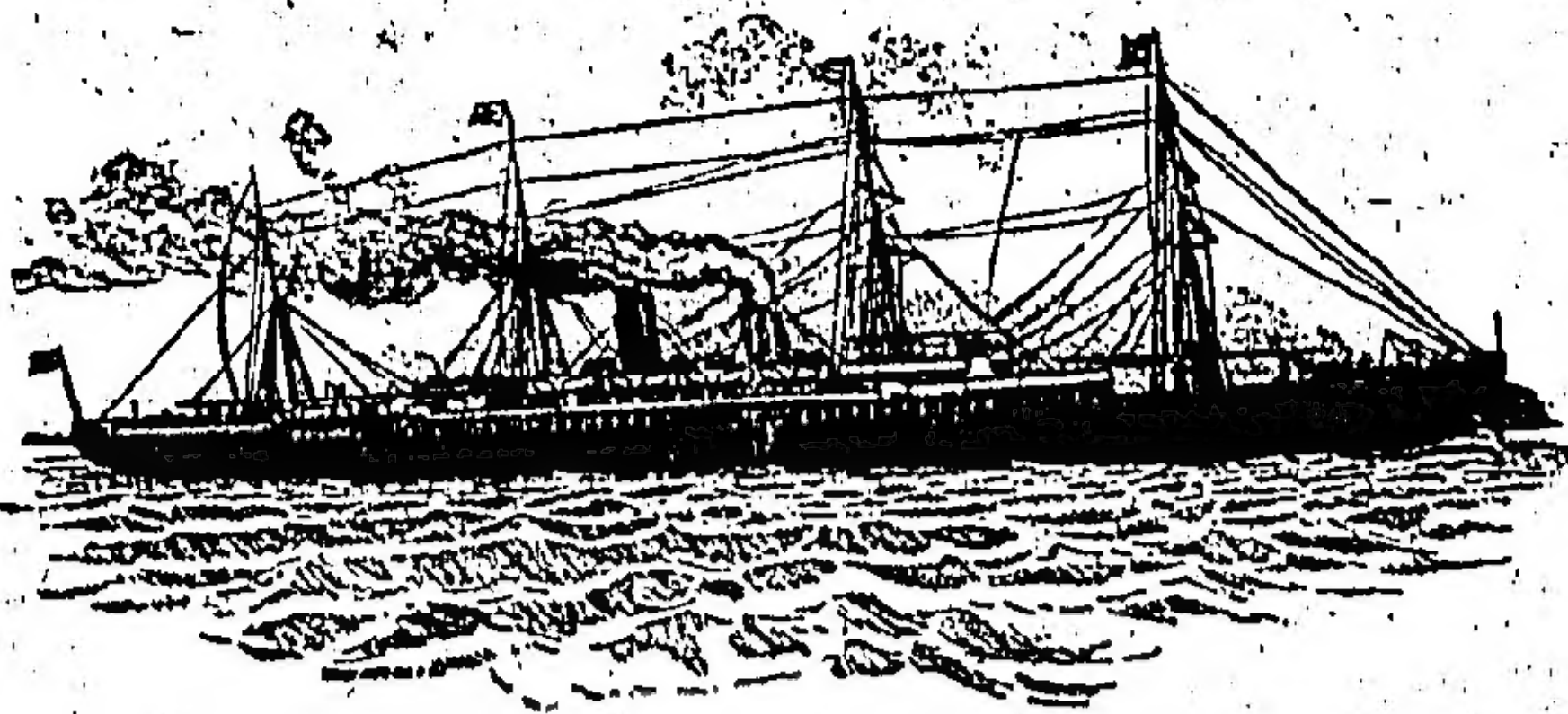
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Mails.

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PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COETIC"	WEDNESDAY, 20th Nov., at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, the 2nd October, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Venezuela, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

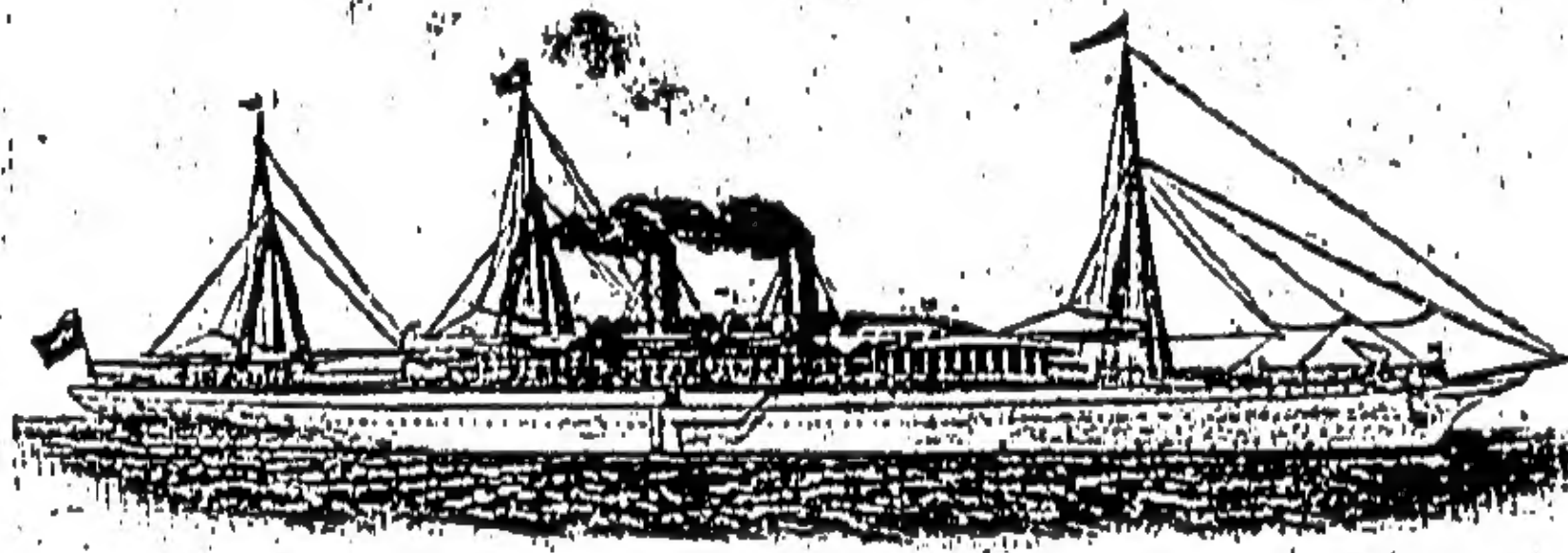
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 24th September, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
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Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 25th September.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 25th October.
EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 20th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries; Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 28th August, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTI PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

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STEAMERS	DESTINATIONS.	SAILING DATES.
ARABIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	5th Oct. Freight.
KOENIGSBERG	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	19th Oct. Freight and Passengers.
BRAMBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	2nd Nov. Freight.
SEGROVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	16th Nov. Freight.
MARBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	30th Nov. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

No. 1, Queen's Buildings.

Hongkong, 22nd September, 1901.

Insurances.

"L'UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 5th July, 1901.

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Cake is When it
is Passing"

The time to take life insurance is when you can get it. One day you are insurable—the next you cannot secure insurance at any price. Do you know when your day will come? Do you know that it isn't to-day?

For rates and full particulars apply to

F. KIENE,
The
Equitable Life Assurance
Society,
Hongkong.

Hongkong, 20th September, 1901.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1901.

To be Let.

TO LET.
(From 1st August next).

NO. 3, ORMSBY TERRACE.—KOWLOON.

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PUN HUNG,
85, Queen's Road Central.
Hongkong, 17th July, 1901.

TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD.

Apply to
SANG KEE,
208, Des Vaux Road Central.
Hongkong, 5th September, 1901.

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NO. 1, STEWART TERRACE.—THE PEAK.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
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THE HONGKONG LAND INVEST-
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A HOUSE in RIFON TERRACE.

Apply to
"THE RETREAT," MOUNT KELLET.
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CANTON NOTES.

MORE TROUBLE FOR THE SHUN TAK MAGISTRATE.

(From Our Own Correspondent).

CANTON, September 23rd.

A few days ago I called attention to the disgraceful state of affairs in the Shun Tak district. There can be no doubt as to who is to blame. The magistrate is useless. As I said, the Consuls have asked for his removal. Now the people have taken the matter up. A placard has been put out by "the people of Shun Tak" giving a list of their grievances. The gist of the placard is that the magistrate will allow any iniquity for money, or as the placard says, "Skin the people to profit himself." These placards have been put up all over the Shun Tak district and are abundant in Canton city.

EXCITEMENT AT THE EXAMINATIONS. There was great excitement in and around the examination hall yesterday. When one of the officials was called upon for the examination papers which had been given him for safe keeping, he was unable to find them. Of course all sorts of stories were immediately circulated. The students gathered in crowds, and for a time it looked as if there would be a serious row. However the guilty official took a quick way of settling his share in the business. He took a large dose of opium and so ended his trouble.

THE CITY.

The city continues to be closely guarded. At all the important gates the guard has again been increased and is fully armed.

OUR LONDON LETTER.

(From our own Correspondent).

LONDON, August 22nd.

FRANCE AND TURKEY.

No one seems to take the rupture of relations between France and Turkey as a serious matter. It is generally accepted as a certainty that nothing more alarming than a naval demonstration at the worst, will emphasize the annoyance of France. If this position is recognized at Constantinople, as clearly as it appears to be elsewhere, the humble individual unconcerned with diplomacy finds himself hard put to it to assign a reason for French action.

A policy of might, especially when, as in this case, it is backed by clear right, is straightforward, a policy of bluff perfectly comprehensible, but to threaten with extremities an opponent who is perfectly aware that force will not be resorted to, and would not be permitted by neutrals, would seem a trifle undignified. Nevertheless this is the course to which, according to the well-informed, the Republic is committed. The dispute is purely commercial and concerns the claim of a French Company to be allowed to fully utilize the rights conferred upon it by the concession of certain quays at Constantinople. The company is willing to sell its concession to the Turkish Government, but if the money is not forthcoming within six months, then a free hand is demanded. There is also a secondary issue concerned with the payment of Murad's debts, about £800,000, to certain French bankers.

No doubt in the end France will more or less gain what she requires. The point of vital interest to outsiders, lies in the question how far this nominally Franco-Turkish interlude, is really a Russo-German question. A certain amount of courteous worded and carefully veiled friction has existed for some time past between

RUSSIA AND GERMANY.

of which the press of the former country has given evidence, in its belittling of Count Von Waldersee, and its harsh comments on the new German tariff. The cause of this uneasy feeling is twofold. The personality of William II. has exerted so marked an ascendancy over the Sultan, that, at any rate within Court circles, German influence predominates over all other. This is specially annoying to Russia, who is therefore only too pleased that an occasion should offer for the Power, which is her ally, to demonstrate the futility of the Sultan's attempts to forge his normal relations with the countries which have hitherto enjoyed most political consideration in the near East.

Secondly Russia is inclined to jealousy over Germany's growing naval strength, and the part which she took in China to emphasize her ambition for world power. Diplomacy, of course, always consists largely of wheels within wheels, and so it may well be that there is something in the view entertained in some quarters, that the Russo-French incident might as truly be described under another name.

THE CZAR'S VISIT TO FRANCE.

The announcement that the Czar purposes visiting France, has been received by the London papers with good-humoured indifference which one or two Parisian Journalists have construed as contempt. One gentleman indeed has been moved to write to "The Times" pointing out how grievously Englishmen would be offended, if their pleasure at a proposed visit from "say, President Loubet, to this country, were made light of by the French Press; from which analogy he proceeds to draw an obvious moral.

Seeing that the Czar will meet the Emperor William before going to France, and very likely King Edward also, there would seem to the average Briton no occasion to make a stir on the subject, though the enthusiasm across the Channel is perfectly natural and comprehensible.

THE CORONATION AND FASHION. "Meaning England is engrossed in a subject all her own."

After what fashion are we to prepare our persons for the glories of Coronation week? Queen Alexandra has notified to the feminine public her earnest desire that British trade should benefit by the functions; towards the attain-

ment of which end, Her Majesty hopes that English materials, made up by English fingers, may be employed in all dresses intended for the festivities. This announcement has caused quite a flutter in business circles, and among the ladies to whom it is primarily addressed.

The opinions of two firms, at the head of the Court dressmaking trade, indicate a certain amount of doubt. At Reilly's it was stated that if leaders of fashion made a general move to place their orders only with those employing British workpeople and materials, these would be forthcoming; the demand would create the supply. But, otherwise, although an impetus will be given to the English industries, trimmings and special shades of silks, will probably be purchased from abroad, for the simple reason that they are superior in finish to any made in this country. Undoubtedly, however, the Queen's wish will benefit the dressmakers, tailors and milliners, for, wherever the materials come from, the fashioning of them will be done in London. The verdict of the other expert was less satisfactory: "I don't believe it can be done." Irish poplins will benefit, they are perhaps unequalled, but where in England can silk be obtained to compare with that from Lyons? He, too, laid stress on the superiority of foreign trimmings, including fine laces, and to illustrate his point to an ignoramus outside the trade, instanced the case of sequined nets; of which the foundation made in England, is sent to Germany for broderie, and then re-imported. Again the best straw hats are those of Luton, but the ultimate value of the head-gear is to be found in the Parisian flowers, and especially the Parisian fingers which blend all trimmings into a harmonious "creation," rarely obtainable in England. There the matter stands, at present, time alone will prove whether loyalty and patriotism, will overcome the temptation which "Paris fashions" seem to possess for every feminine heart.

Speaking of fashions, reminds me of the extraordinary vogue which sandals have had this season, some of the manufacturers have been working overtime for months to meet the demand of the retail vendors, who were caught quite unprepared for the rush. In Kensington Gardens during June and July, numbers of the little, folk in dainty white embroidered garments, completed their costumes with a simple pair of sandals strapped on to small pink feet. If it is a pretty and healthful custom in temperate England, how much more suitable in semi-tropical Hongkong? A further departure in the same direction, which has been more adversely criticised, is the adoption by adult women of the classic footgear. Over one hundred thousand pairs have, it is said, been sold to ladies ranging between eighteen and forty years. In London, I personally have only once seen sandals in wear, except on children, but probably adults find more use for them at the seaside. On grown people they are usually worn with special stockings.

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The opinions of two firms, at the head of the Court dressmaking trade, indicate a certain amount of doubt. At Reilly's it was stated that if leaders of fashion made a general move to place their orders only with those employing British workpeople and materials, these would be forthcoming; the demand would create the supply. But, otherwise, although an impetus will be given to the English industries, trimmings and special shades of silks, will probably be purchased from abroad, for the simple reason that they are superior in finish to any made in this country. Undoubtedly, however, the Queen's wish will benefit the dressmakers, tailors and milliners, for, wherever the materials come from, the fashioning of them will be done in London. The verdict of the other expert was less satisfactory: "I don't believe it can be done." Irish poplins will benefit, they are perhaps unequalled, but where in England can silk be obtained to compare with that from Lyons? He, too, laid stress on the superiority of foreign trimmings, including fine laces, and to illustrate his point to an ignoramus outside the trade, instanced the case of sequined nets; of which the foundation made in England, is sent to Germany for broderie, and then re-imported. Again the best straw hats are those of Luton, but the ultimate value of the head-gear is to be found in the Parisian flowers, and especially the Parisian fingers which blend all trimmings into a harmonious "creation," rarely obtainable in England. There the matter stands, at present, time alone will prove whether loyalty and patriotism, will overcome the temptation which "Paris fashions" seem to possess for every feminine heart.

Speaking of fashions, reminds me of the extraordinary vogue which sandals have had this season, some of the manufacturers have been working overtime for months to meet the demand of the retail vendors, who were caught quite unprepared for the rush. In Kensington Gardens during June and July, numbers of the little, folk in dainty white embroidered garments, completed their costumes with a simple pair of sandals strapped on to small pink feet. If it is a pretty and healthful custom in temperate England, how much more suitable in semi-tropical Hongkong? A further departure in the same direction, which has been more adversely criticised, is the adoption by adult women of the classic footgear. Over one hundred thousand pairs have, it is said, been sold to ladies ranging between eighteen and forty years. In London, I personally have only once seen sandals in wear, except on children, but probably adults find more use for them at the seaside. On grown people they are usually worn with special stockings.

THE TRAWLING DISPUTE. The distress at Grimsby arising out of the steam-trawling dispute, has become horribly acute, and, as is usual in such cases, the innocent are suffering more severely than the actual combatants. The engineers, between whom and their employers the strike really exists, are partially supported by their union, and are thus kept from absolute starvation, but the skippers, mates, and deck-hands of the fishing boats, the blue-smiths, and net-brainers, who include among their number, hundreds of women, not to mention other industries dependent on the trawling, are also all without means of livelihood, and in many cases are literally starving.

Soup kitchens have been opened where already over 25,000 free meals have been given. The children are provided first, then women, and anything left is divided among the men, who are bearing their hardships and destitution with uncomplaining courage. The strike has now lasted seven weeks and seems no nearer a settlement.

THE SCHOOL OF TROPICAL MEDICINE.

That very excellent institution the London School of Tropical Medicine, which last year obtained fame at a single step by virtue of its discovery of the connection between malaria and mosquitoes, is adding to its laurels by its further investigations into the agency of mosquitoes in the spread of diseases like elephantiasis, which were formerly supposed to be acquired by the drinking of water polluted by the dead bodies of mosquitoes; however, it is demonstrated that the living insect is the real culprit and "immunity can be gained by avoiding bites." It sounds very simple here in England, where the advent of a genuine mosquito is more or less a write-to-the-Times event, but he would be a bold man, who openly enunciated that doctrine in any part of the East, and hoped to be afterwards taken seriously.

TUBERCULOSIS.

A medical event of the week is the generous offer of Dr. Garnault, formerly Director of the Bordeaux Laboratory. He states that he believes Koch to be mistaken, but that nevertheless he is willing to be inoculated with bovine tuberculosis, in order that it may be demonstrated whether or no, man can acquire this horrible disease from infected cattle. The doctor is forty-one years of age, perfectly healthy, and, without family ties, He concludes his letter to Professor Koch thus:—

"In life's struggle men go forth by thousands to certain death. I think an intelligent being may well do, in the battle of social

life, what so many others do on the battlefield. I remain at your disposal either in Paris or Berlin." Who shall say that the days of chivalry are past?

This week has also been the annual

"WHITE WEEK OF LOURDES"

and over 20,000 sick and dying have been borne to the little village in the Pyrenees in search of miraculous healing. They are attended by nuns and priests, nourished with invalid's food, but allowed no drugs, and as usual some marvellous cures are recorded, among the sad accounts of death and suffering that filter across half a continent. Among the lay doctors resident at Lourdes is an Englishman, and he, in common with the rest, though he cannot explain the fact, believes that miraculous cures do occur. He came out years ago—sceptical, but having actually witnessed instantaneous recovery of patients whom he had previously examined, he has the courage to admit his changed convictions.

Setting aside the controversial aspect, correspondents all agree that the white week of Lourdes, and the journey thereto is heart-rending in its tale of human agony.

THE PLAGUE.

Number of cases reported up till noon of the 23rd September, 1901	Chinese.....1,557 Other Asiatics 53 Europeans.....31
Number of cases reported during the past 24 hours	Chinese.....0 Other Asiatics 1 Europeans.....0

Total number of cases reported to date, 1,542

Number of deaths reported up till noon of the 23rd September, 1901	Chinese.....1,523 Other Asiatics 35 Europeans.....12
Number of deaths reported during the past 24 hours	Chinese.....0 Other Asiatics 1 Europeans.....0

Total number of deaths recorded to date, 1,571

Since noon on Saturday last the cases and deaths are:—

Cases Chinese.....0 Other Asiatics.....1 European.....0	Total.....1
Deaths Chinese.....0 Other Asiatics.....1 European.....0	Total.....1

The plague returns for last week were:—

Cases.....2 Deaths.....2

SHANGHAI AUTUMN MEETING.

Stewards:—B. A. Clarke, Esq., Chairman; A. v. Butler, Esq.; R. MacGregor, Esq.; F. Gove, Esq.; J. A. Pond, Esq.; John Liddell, Esq.; and E. A. Probst, Esq.

SECOND DAY.—WEDNESDAY, 6TH NOVEMBER, 1901.

THE NORTHERN CUP; Value, Tls. 200; second pony, Tls.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR.	STEAMERS.	TO SAIL.
TIENTSIN	"KWEIYANG"	25th instant.
TIENTSIN	"KIUKIANG"	27th instant.
CHEFOO and NEWCHANG.	"CHANGSHA"	28th instant.
SHANGHAI	"TSINAN"	3rd October.
MANILA	"CHINGTU"	12th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHINGTU"	12th October.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM.	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.	"NESTOR"	1st October.
"	"LAERTES"	9th "
"	"DARDANUS"	15th "
"	"MACHAON"	23rd "
"	"PROMETHEUS"	28th "
"	"ACHILLES"	6th November.

S.S. "CALOHA" from GLASGOW and LIVERPOOL has arrived, and will sail for SHANGHAI and JAPAN, TO-MORROW, the 25th instant.

HOMEWARDS.

FOR LONDON.

"AJAX"	1st Oct., 1901.
"PYRRHUS"	15th "
"CALCHAS"	20th "
"NESTOR"	12th Nov., "
"MACHAON"	26th "
FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).	
"ULYSSES"	15th Oct., 1901.
"DARDANUS"	15th Nov., "

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"ROSETTA MARU," (3441 Tons Gross, Captain N. Tai), will be despatched for the above Port, on FRIDAY, the 27th instant, at 4 P.M.

This Mail Steamer is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to

A. S. MIHARA, Manager.

Hongkong, 20th September, 1901. [1038c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN VIA SWATOW.

THE Company's Steamship

"LOKSANG," Captain Leask, will be despatched as above on SATURDAY, the 28th instant, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 21st September, 1901. [1039c]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES-FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN, AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 7th October, 1901, at 1 P.M., the Company's Steamship "NATAL," Captain Boule, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. "Tonkin," which vessel takes on her Passengers and Mails leaving that Port on the 10th October, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 6th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 23rd September, 1901. [1040c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle, about Oct. 10

THE Steamship

"STRATHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJIL, KOBE, YOKOHAMA and HONOLULU, on or about THURSDAY, the 10th October.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required to be stated on the invoice. Consular invoices, to accompany cargo destined to Ports beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan, 24th September, 1901. [1032c]

Shipping.

STEAMERS.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, TO-MORROW, the 25th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 24th September, 1901. [1212c]

"GLEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GLENGYLE," Captain T. Darke, will be despatched for the above Port, on the 28th September, 1901.

For Freight or Passage, apply to MCGREGOR BROS. & CO., Agents.

Hongkong, 28th August, 1901. [1272c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above Port, on SUNDAY, the 29th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd September, 1901. [1262c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU," Captain K. Sudzuki, will be despatched for the above Port, on WEDNESDAY, the 2nd October.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 20th September, 1901. [1262c]

SAILING VESSEL.

FOR NEW YORK.

THE 3/3 A. I. American ship

"MANUEL LLAGUNA," will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 8th July, 1901. [1272c]

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES AND UNDERWRITERS.

ALL SHANGHAI and NORTHERN Cargo ex s.s. TRIESTE from TRIESTE and PORTS OF CALL will be forwarded per s.s. LYEE-MOON hence to SHANGHAI.

SANDER, WIELER & Co., Agents.

Hongkong, 18th September, 1901. [1026c]

NOTICE TO CONSIGNEES.

THE F. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 24th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 18th September, 1901. [1026c]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 24th instant, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSON, SONS & Co., Agents.

Hongkong, 10th September, 1901. [1037c]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JAYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1897.

Intimations.

THE NEW FRENCH REMEDY. THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/9 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [16c]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAINLERS PATENT MOTOR LAUNCHES, &c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES and REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1898. [13c]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

Prepared only by the Proprietor—THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG and the EMPIRE OF CHINA—WATKINS, LIMITED, APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

FEEDING AN OCEAN GREYHOUND.

SOME FACTS AND FIGURES THAT WILL AMAZE YOU.

Though it is possible to cross the Atlantic in six days, few of the many thousands of people who have done so, and probably none of the millions who have not, have any conception of the vast amount of provisions which have to be shipped for a single voyage.

This is not because Transatlantic travellers eat more than the wanderers in other directions; but simply because our modern vessels are constructed on such gigantic scales.

The most voracious mouths on board are undoubtedly the 112 furnaces in which the fuel of the sixteen boilers is consumed, at the rate of 572 tons a day, the *Deutschland's* 5,000 tons coal-bunkers being pretty nearly filled each voyage. Given a full passenger list, the *Deutschland* carries with her crew 1,617 souls.

Now for a few figures. The *e* are 400 tons of drinking water, 12,000 quarts of wine and liquors, 15,000 quarts of beer in kegs, besides 3,000 bottles of beer, 40 tons of ice, 175 barrels of potatoes, 75 barrels of assorted vegetables, 20 crates of tomatoes and table celery, 200 dozen lettuce, nearly 4 tons assorted fresh fruits, 50 barrels of flour (each weighing 95 lbs.), 350 lbs. of yeast, 600 lbs. of oatmeal and hominy, 1,700 lbs. of fish, 400 lbs. of tongues, sweetbreads, etc., 1,700 dozen eggs, 14 barrels of oysters, 1,000 bricks of ice-cream, 1,300 lbs. of butter, 2,200 quarts of milk, and 300 quarts of cream—a pretty housekeeper's order!

Finally, the passengers and crew would require in meat the equivalent of sixteen steers, ten calves, twenty-nine sheep, twenty-six lambs, and nine pigs; while the chickens, geese, and game to furnish the necessary three tons of poultry and game would make a battalion about 1,500 strong.

Of course, the extent to which the larder is emptied varies according to the voyage, but the above are the equivalents of what are carried, and there is usually not a very wide margin to spare at the end of a voyage.

THE KOREAN MONARCH.

A MAN OF GREAT ARDOUR FOR THE FAIR SEX.

In a recent issue of the *Osaka Asahi*, a contributor to that journal gives an interesting account of the amorous side of the personality of the reigning Emperor of Korea, and we give below a translation of the same, which is as follows: The talk of installing Lady Om as Empress of Korea is not new, rumour of an attempt in that direction having been in circulation for some time back. Indeed a recent telegram from that country intimated that the French Minister at Seoul had made an offer to the Emperor that he would make a present of a full set of ornamental upholstery and utensils for the consort's use in the event of Lady Om being raised to the Imperial title. From this it would appear that a movement is now in progress, in the royal household of Korea to bring about this result. According to a certain gentleman well versed in things Korean, the way in which the Emperor loved his late Queen was most extraordinary. It was an infatuation of the deepest kind, and even now he dearly cherishes her memory. For this reason he is most lavish, almost reckless, in spending money for religious services which he causes to be conducted, from time to time, for the repose of her late Majesty's soul. This regard for his deceased consort is to be attributed on the other hand, however, to his Majesty's deep-rooted superstition, for the Korean monarch believes most firmly that the late Queen's spirit is daily and hourly hovering about the Imperial palace. It may thus be said that his regard for her has in it some element of fear and it is probably on account of this fear that His Majesty is still hesitating to instal Lady Om in the place vacated by her late Majesty. One would think, therefore, that if the Emperor should decide on enhancing Lady Om's status, it would be only after he had consulted a spirit medium and had obtained through it the consent of the departed Queen to his marriage. The Emperor manifests his superstitious weakness in connection with almost everything, but he particularly does so when dealing with matters relating to the late Queen.

As for the personality of the late Queen it may be said that she was a woman of extraordinary sagacity as well as of many firmness of mind. She belonged to the Min, the most plutocratic family of Korea and as such there was more or less a tendency on the part of His Majesty to become a puppet in her hand. On the contrary Lady Om is a woman of humble origin and the Emperor will, therefore, be his own master. In consequence of this, it is expected that should the lady in question become Queen there will be no danger of her being converted into a puppet politician as the late Queen was with her faction about the Court.

Now for the Emperor's weakness for the fair sex. It is reported that on a recent occasion, His Majesty expressed, to some of the court officials, his desire to secure a few Western women for his harem. The Consul of a certain Power on being informed of the Emperor's wish, thought this would be a splendid opportunity to further the interests of his country, and he immediately endeavoured to please the Emperor. The Consul is said to have subsequently engaged two white girls of questionable character in the neighbourhood of Kiaochow and he is now busily engaged, it is reported, in trying to have the two females installed in the Imperial palace as lady doctors.

—Japan Times.

THE CHINESE MISSION.

The *Japan Times* of the 7th inst. says:—H.E. Na Tung, the Chinese Ambassador of Apology, whose arrival in Tokyo has already been noticed, was probably received by the Minister of Foreign Affairs on the 7th instant, and if the documents brought by him were found to be all right, as they were expected to be, there would be nothing to prevent his presentation to His Majesty the Emperor early last week.

The writer of this note had the pleasure of a short interview with Mr. Na Tung at the Imperial Hotel. The Chinese Ambassador is a young man of fine presence with an expression which bespeaks keen intelligence. Although evidently disinclined to discuss political topics, he made, in the course of conversation, some interesting remarks, a few of which we quote below.

Asked as to the return of the Court of Peking, Mr. Na Tung answered that he felt confident that the Court would leave Sian in the course of October. "It was," he continued, "originally arranged that the Court should make a short stay at Kaifong, but that project has been abandoned, and the Imperial party will travel direct to Peking. However, roads being bad, the Imperial progress will occupy a long time, probably two months, so that it will be toward the end of the year that their Majesties will be back at their Palaces in the capital. The Emperor is very anxious to return to Peking."

As to the rumoured conspiracy by General Tung Fuhshang, Mr. Na Tung said that such a rumour was prevalent in Peking some time ago, but that from the strict enquiries made by the authorities it is clear that the story is absolutely without foundation. Continuing he said: "Tung is now too old to engage in any hazardous enterprise of the kind. He has plenty of money, and is so bent on quietly enjoying it that he will hardly stir out of his retirement. He will think himself fortunate if he feels secure about his neck."

For the rest, Mr. Na Tung spoke very gratefully about the kind and generous manner in which the Japanese troops had treated his countrymen.

YUAN SHI-KAI AND THE GERMANS.

TSINGTAU, 16th September, 8.40 p.m.

The Governor of Shanlung, Yuan Shi-kai, has demanded from the German Government at Tsingtau that the German troops, stationed outside the German colony in the Province of Shantung for the protection of the railway-building, shall now be withdrawn. The situation is rather serious. The German Government of Tsingtau does not wish to offend Governor Yuan Shi-kai, but on the other hand the Government is far from being willing to comply with Yuan Shi-kai's wishes. Governor Truppel left to-day with the S.S. *Krieger* for the north, in order to consult with the German Minister, Baron Mumm, at Peking.

(As far as we know, one company of the 3rd Marines is stationed with two Maxims at Kaumi and in the city of Kiaochow, where barracks have been built for them, and a detachment of about forty cavalry is at present either at Kaumi or even a little further west on the railway.—China Gazette.)

Shipping.

ARRIVALS.

SHANTUNG, German steamer, 1,684, H. Ribbelmund 23rd Sept.—Manila 20th Sept. Ballast.—Melchers & Co.

LAOS, French steamer, 2,331, F. Riquier, 24th Sept.—Marseilles 25th Aug., and Saigon 21st Sept. Mails and General.—Messageries Maritimes.

LOKSANG, British steamer, 978, G. Leask, 24th Sept.—Chefoo 18th Sept. General.—Jardine, Matheson & Co.

ROSETTA MARU, Japanese steamer, 2,402, N. Tate, 24th Sept.—Yokohama via Ports 17th September, General.—Nippon Yusen Kaisha.

HAILEONG, British steamer, 782, H. Bathurst, 24th Sept.—Haiphong 22nd Sept. Rice.—Douglas, Lapraik & Co.

PHRA NANG, German steamer, 1,021, Mangelsdorff, 24th Sept.—Bangkok and Koh-sichang 17th Sept. Rice and Wood.—Butterfield & Swire.

YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 24th Sept.—Manila 20th Sept. General.—Jardine, Matheson & Co.

FUSHUN, British steamer, 1,500, W. H. Hunt, 24th Sept.—Shanghai 21st Sept. General.—C. M. S. N. Co.

CARINTHIA, Austrian steamer, 1,734, Marochino, 24th Sept.—Shanghai 21st Sept. General.—Sander, WIELER & Co.

PENARTH, British transport, 1,559, W. H. West, 24th Sept.—Wellingdon 23rd Aug. Coals.—Government.

CHEANG CHEW, British steamer, 1,213, H. C. D. Frampton, 24th Sept.—Penang and Singapore 17th Sept. General.—Chinese.

WING SANG,

NOTANDA.

CALENDAR.

SEPTEMBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer	29.755
Thermometer	81.0
Humidity	83.
Rainfall	13.482

TO-DAY.

WEATHER REPORT.

On date at 10 a.m.	On date at 4 p.m.
Barometer	29.99
Thermometer	84
Humidity	72
Rainfall	69

TO-DAY.

Tuesday, 24th September, 1901.
Chinese—12th of 8th moon of 27th year of Kwang-shu.
Sun—Rises 5hr. 51min.
Sets 5hr. 53min.
High water—Morning 5hr. 40min.
Afternoon 7hr. 10min.
Low water—Morning 1hr. 20min.
Afternoon 1hr. 20min.
ANNIVERSARIES.
1853—Hongkong Government Gazette first published.
1868—H.M.S. Rattler lost off Japan.
1869—Piratical attack on German barque *Aperade* near Macao.
1896—Outbreak of Bubonic plague in Bombay.

TO-MORROW.

Wednesday, 25th September, 1901.
Chinese—13th of 8th moon of 27th year of Kwang-shu.
Sun—Rises 5hr. 51min.
Sets 5hr. 53min.
High water—Morning 5hr. 50min.
Afternoon 7hr. 20min.
Low water—Morning 1hr. 20min.
Afternoon 1hr. 20min.
ANNIVERSARIES.
1848—Hungarian War of Independence commenced.
1857—Relief of Lucknow by Havelock.
1870—Siege of Paris commenced.
1900—Collapse of a building in Hollywood Road; two killed, four seriously injured.

AGENDA.

TO-DAY.

Cargo ex *Ceylon* subject to rent.
TO-MORROW.
Daylight—O. S. K. Co.'s steamer *Anping Maru* leaves for Foochow via Swatow and Amoy.
5 p.m.—C. & M. Co.'s steamer *Diamond* leaves for Manila.

THURSDAY, 26th.

A. L. S. N. Co.'s steamer *Carinthia* leaves for Singapore and Bombay.

FRIDAY, 27th.

A. L. S. N. Co.'s steamer *Carinthia* leaves for Singapore and Bombay.
4 p.m.—N. Y. K. steamer *Resetta Maru* leaves for Manila.

SATURDAY, 28th.

Noon—P. & O. Co.'s steamer *Chusan* leaves for Bombay.
Noon—Ordinary Meeting of Shareholders of the Douglas Steamship Co., at the Company's office.
3 p.m.—I. C. S. N. Co.'s steamer *Loksang* leaves for Tientsin via Swatow.

SUNDAY, 29th.

O. S. K. Co.'s steamer *Dajin Maru* leaves for Tientsin via Swatow and Amoy.

WEDNESDAY, October 2nd.

O. S. K. Co.'s steamer *Maidaura Maru* leaves for Anping, via Swatow and Amoy.

MONDAY, 7th.

1 p.m.—M. M. Co.'s steamer *Natal* leaves for Marseilles via Bombay.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information.

August 20th.

The officers of the *Catherine Apcar* (Capt. S. H. Belson) are:—Chief officer, A. Buchanan, 2nd, R. Gillan, 3rd, R. M. Taylor, chief engineer, T. S. Laurie, and T. Barrie, 3rd, W. Park, 4th, W. Marks, Purser, M. J. Edwards.

The officers of the *Wing Sang* (Capt. H. Sellar) are:—Chief officer, Mr. Bicar, 2nd, H. W. Wear, chief engineer, Mr. Smithers, 2nd, Mr. Bushby, 3rd, Mr. Moore.

August 23rd.

Mr. Short is temporarily chief officer of the *Haitian*.
Mr. S. Williams is appointed 3rd officer of the *Haitian*.
Captain Evans is temporarily commanding the *Haitian*, vice Captain Davis on leave.

Mr. Walters is appointed 3rd officer of the *Haitian*.
Mr. Musgrave is appointed 3rd engineer of the *Thales*.
Mr. E. Sayer is appointed 2nd engineer of the *Thales*.
Mr. E. H. Kirman, late of American ship *Al Lagano*, is now 4th officer of the *Glengyle*.

August 26th.

Capt. Davis has resumed command of the *Haitian*.
Mr. Evans, chief officer, has returned to the *Haitian*.
Mr. Short, 2nd officer of the *Haitian*, has returned to that ship.

August 30th.

Captain W. Passmore has taken over the command of the *Haitian*.
Mr. Walters has joined the *Haitian* as 3rd engineer.

September 11th.

The officers of the *Flammarion* (Capt. F. Eichbaum) are:—Chief officer, W. Schaeke, 2nd, E. Lehmann, chief engineer, M. Biese, 2nd, C. Petersen, 3rd, H. Brandt, assistant engineer, H. Dittmann.

September 20th.

Mr. D. Bowle is acting and officer of the *Haitian* vice Mr. Short on leave.
Mr. Atwood has joined the same ship as 3rd officer.

September 23rd.

The officers of the *s.s. Diamante* (Capt. Rattenbury) are:—Chief officer, A. J. Motley, and A. Fraser, 3rd, F. M. Turner, chief engineer, J. Hill, 2nd, J. Potts, 3rd, D. Wilson, doctor, S. Castro.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Australian (*Australian*) to-morrow.
English (*Bengal*) 26th inst.
American (*Gaelic*) 26th inst.
Canadian (*Empress of China*) 30th inst.
Indian (*Kunming*) 1st prox.
German (*Sachsen*) 2nd prox.
German (*Preussen*) 2nd prox.
American (*Hongkong Maru*) 2nd prox.
American (*China*) 10th prox.
American (*Doric*) 18th prox.

The P. M. S. S. Co.'s steamer *Gaelic* with mails &c., left Shanghai for this port to-day at 6 a.m.
The J. M. & Co.'s steamer *Kunming* from Calcutta and Penang left Singapore for this port on the 24th inst., at noon.

The C. M. S. N. Co.'s steamer *Tienhai* from Glasgow and Liverpool left Singapore for this port on the 20th inst., and may be expected here on or about the 26th inst.

The P. M. S. S. Co.'s steamer *Doric* with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 20th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
Georges Valentine ... at Kowloon Dock.
Victoria ... " "
Zafiro ... " "
Chara ... " "
Alga ... " "
Elcano ... " "
Changsha ... " "
Canton River ... " "
Loongmoon ... " Cosmopolitan
Charterhouse ... " "

VISITORS AT THE HONGKONG HOTEL.

Anderson, Mr. W. H. Jewett, Mrs.
Andrew, Mr. D. A. Johansen, Mr. and Mrs.
Angus, Mrs. Joseph, Mr. and Mrs.
Arnold, Mr. H. E. S.
Bailey, Mr. W. S. Katsch, Mr. E. A.
Barlow, Mr. B. J. Keen, Misses
Basto, Mr. A. Keen, Dr. W. W.
Batista, Mr. A. Kiene, Mr. and Mrs. F.
Bell, Mr. J. T. Lazarus, Mr. N.
Black, Mr. J. Lembeck, Mr. M.
Boulton, Comdr. Littlefield, R.E., Major
Bonner, Mr. A. R. P.
Brown, R.E., Major W. Lyon, Mr. and Mrs. D. M.
B. Lyon, Miss
Busstow, Mr. Lyon, Mr. J. M.
Buttrick, Mr. Macdonald, Mr. D.
Cameron, Mr. D. H. Mackie, Mr. Gordon
Carre, Mr. R. Marlow, Mr.
Chavan, Mr. S. Marlow, Mr.
Clark, Dr. McLellan, Mr. and
Colombo, Mr. G. Mrs. E. E.
Colson, Mr. J. S. Michael, Mr. S. J.
Cyllindar, Mr. M. Michelot, Mr.
Derrick, Mr. P. C. Montgomerie, Capt.
Devilbiss, Mr. D. M. Mora, Mr.
Discombe, Mr. G. M. Muscare, Miss
Dorehill, R.A., Major Parry, Mr. W.
Dunford, Capt. & Mrs. Pearce, Dr. W. W.
Dyson, Major P. S. Pity, Mr. S. D.
Edwards, Mr. D. J. Pitcher, Mr. A. J.
Edwards, Mr. F. W. Price, Mr. H.
Fernald, Mr. and Mrs. Quennell, Lieut. W. A.
Field, Mr. A. G. Reel, Dr. L. R.
Fischer, Mr. Reid, Mr. A.
Franklin, Mr. and Mrs. Robertson, Mr. W. R.
Gibson, Mr. Kennedy Rouse, Miss
Glover, Mr. C. Schouw, Mr. C. P. W.
Grat, Mr. John Simpson, Mr. A. E.
Guignard, Mr. E. Smith, Mr. T. J.
Hamilton, Mrs. Smithers, Mr. R. G.
Harford, Capt. Snewin, Mr.
Harris, Mr. V. Stafford, Mr. T. C.
Hawkins, Mr. J. A. Swan, Mr. W.
Hedford, Mr. R. G. Taylor, Mr. D. G.
Houten, Mr. J. van Thomson, Dr. and Mrs.
Howard, Mr. Thos. J. C. and child
Howe, Mr. A. S. Tibbey, Mr. H. M.
Hovkins, Mr. and Mrs. Trobe, Mr. N. G.
H. L. Wakeman, Mr. G. H.
Hughes, Mr. W. K. Watts, Mr. and Mrs.
Huke, Mr. A. N. Frank W.
Innes, Capt. Whitley, Mr. W. J. G.
Irving, Mr. E. A. Whitten, Mrs.
Ivuri, Mr. F. Woolton, Mr. J. J.
Jeffson, Mr. Geo. Young, Mr. E. S.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Bacon, Miss Jeffries, Mr. H. N.
Bailton, Mr. J. F. Lee, Mr. J. E.
Beattie, Mr. James Martin, Mr. R.
Bonner, Mr. J. W. C. May, Mr. A. J.
Brawn, R.E., Col. L. F. McDermott, Mr. A. P.
Brayne, Mr. H. F. R. McMillan, Mr. & Mrs.
Bruse, Mr. G. Miller, Mr. and Mrs.
Collard, Col. A. W. Perrot, R.A., Colonel
Crookenden, Col. Pitt, Mr. John, R.N.
Dann, Mr. George H. Pollock, Hon. H. E.
Davies, Mr. W. O. Quistoff, Mr. M.
Detrick, Mr. and Mrs. Rumsey, R.N., Hon.
Drake, Capt. and Mrs. R. Murray
Drion, Mr. F. Sawyer, Mrs.
Elliott, Mrs. Sinclair, Mr. A. G.
Ezekiel, Mr. J. S. Stokes, Mr. A. J.
Forbes, Mr. Andrew Thomson, Mr. J. S.
Fraser, Mr. and Mrs. Wheeler, Mr. W. H.
H. W. Wilgress, Mr. W. T.
Wilson, Mrs. W. and child
Graham, Mr. D. M. Wright, Mr. and Mrs.
Gumprecht, Dr. H. Taylor
Hamilton, Major Jameson, Mr. Philips

ORAGIEBURN.

Bells, Mr. H. Helms, Mr. W.
Brown, Mr. and Mrs. Langlands, A.O.D.,
H. Matheson, Capt. and Mrs. P.
Crouch, Mr. J. W. Pye, Mr. E. Burns
Edwards, Mr. G. H. Scott, Mrs. James
Farrow, Capt. J. Sisters, Govt. Civil
Grimlow, Mr. & Mrs. G. Hospital
Hamilton, Capt. & Surgeon, Mr. and Mrs.
Mrs. C. E. F. R. C.
Heemskerk, Mr. J. J. B.

KOWLOON HOTEL.

Connolly, Miss K. Holden, Mr. Geo. H.
Fernandez, Mr. & Mrs. Holden, Capt. H. N.
J. B. Nobbs, Prof. A. P.
Hages, Mr. Hemt. Riegen, Mr. V.
Hattman, Mr. T. O. B. Schmir, Mr. C.

THE SHARE MARKET.

LATEST QUOTATIONS.

(SEPTEMBER 24th.)

COMPANIES.	PAID UP VALUE.	LATEST QUOTATION.
Banks.		
Hongkong and Shanghai Banking Corporation	\$ 125	\$602½ sales
The Bank of China and Japan, Limited—(Preference)	£ 5	nominal
The Bank of China and Japan, Limited—(Ordinary)	£ 4	£0.15½
The Bank of China and Japan, Limited—(Deferred)	£ 1	£1.5
National Bank of China, Limited	£ 8	\$28 buyers
Do. Founders	£ 1	\$15 sellers

Marine Insurances.		
Union Insurance Society of Canton, Limited	\$ 50	\$310 sales
China Trade Insurance Company, Limited	\$ 25	\$60 sellers
North China Insurance Company, Limited	\$ 60	Tael 192½
Yantai Insurance Association, Limited	\$ 122½	\$170 sellers
Canton Insurance Office, Limited	\$ 20	nominal
Straits Insurance Company, Limited	\$ 20	nominal

Fire Insurances.		
Hongkong Fire Insurance Company, Limited	\$ 50	\$310
China Fire Insurance Company, Limited	\$ 20	\$82 sellers

Shipping.		
Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$34½ buyers
Indo-China Steam Navigation Company, Limited	£ 10	\$134 sales
China and Manila Steamship Company, Limited	\$ 50	\$59 sellers
Douglas Steamship Company, Limited	\$ 50	\$45 sellers
China Mutual Steam Navigation Company, Limited—(Preference)	£ 10	nominal
China Mutual Steam Navigation Company, Limited—(Ordinary)	£ 5	nominal
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus)	£ 7.10	nominal
Star Ferry Company, Limited	\$ 10	\$24½ buyers
"Shell" Transport and Trading Company, Limited	\$ 2½	\$9½ buyers
	£ 1	£2 12½ sellers

Refineries.		
China Sugar Refining Company, Limited	\$ 100	\$148
Luzon Sugar Refining Company, Limited	\$ 100	\$36 sellers

Mining.		
Panjom Mining Company, Limited	\$ 9	\$5 sellers
Panjom Mining Preference Shares	\$ 1	\$1.25
Société Française des Charbonnages du Tonkin	Francs 250	\$325
Queen Mines, Limited	Cents 25	5 cents
Jebeu Mining and Trading Company, Limited	\$ 5	\$4½ buyers
Raub A'lian Gold Mining Company, Limited	\$ 18s. 10d.	\$12½ sellers
Olivers Freehold Mines, Limited A	\$ 5	nominal
Olivers Freehold Mines, Limited B	\$ 5	nominal

Docks, Wharves and Godowns.		
Hongkong and Whampoa Dock Company, Limited	\$ 50	\$275 buyers
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	\$99 sellers
Wanchai Warehouse and Storage Company, Limited	\$ 37½	nominal
New Amoy Dock Company, Limited	\$ 6½	\$25 buyers

Lands, Hotels and Buildings.		
China Provident Loan and Mortgage Company, Limited	\$ 10	\$9.75 buyers
Hongkong Land Investment and Agency Company, Limited	\$ 100	\$190 buyers
Kowloon Land and Building Company, Limited	\$ 30	\$31 buyers
West Point Building Company, Limited	\$ 30	\$52 buyers
Hongkong Hotel Company, Limited	\$ 50	\$126 buyers
Oriente Hotel Company, Limited	\$ 50	\$55 buyers
Humphrey's Estate and Finance Company, Limited	\$ 10	\$13½ buyers

Cotton Mills.		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 10	\$11½ buyers
Ewo Cotton Spinning and Weaving Company, Limited	Tael 100	Tael 40
International Cotton Manufacturing Company, Limited	Tael 100	Tael 30
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	Tael 100	Tael 45
Soy Chee Cotton Spinning Company, Limited	Tael 500	Tael 300
Yahloong Cotton Spinning Company, Limited	Tael 100	Tael 10

Cigar Companies.		
Alhambra, Limited	\$ 500	\$1,000 sellers
Philippine Tobacco Trust Co., Limited	\$ 50	\$50 buyers

Miscellaneous.		
Green Island Cement Company, Limited	\$ 10	\$21 buyers
China-Borneo Company, Limited	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$15½ sales
Watkins, Limited	\$ 10	\$10 sales
Hongkong Electric Company, Limited	\$ 10	\$12½ buyers
Hongkong Electric Company, Limited	\$ 5	\$6½ buyers
Hongkong and China Gas Company, Limited	\$ 10	\$140 buyers
Hongkong Rope Manufacturing Company, Limited	\$ 50	\$172½ buyers
Geo. Fenwick & Co., Limited	\$ 25	\$55 sellers
Hongkong Ice Company, Limited	\$ 25	\$18½ buyers
Hongkong High-Level Tramways Company, Limited	\$ 100	\$275 buyers
Dairy Farm Company, Limited	\$ 6	\$8 buyers
Hongkong and China Bakery Company, Limited	\$ 50	\$50
Campbell, Moore & Co., Limited	\$ 10	\$20 buyers
Bell's Asbestos Eastern Agency, Limited	\$ 1	\$1.10
United Asbestos Oriental Agency, Limited	\$ 4	\$10
Tebrau Planting Company, Limited	\$ 5	\$3 sellers
Universal Trading Co., Limited	\$ 20	\$10½ buyers
Hongkong Steam Water-boat Co., Limited	\$ 5	\$8 buyers
China Light and Power Co., Limited	\$ 20	\$20 sellers
Robinson Piano Co., Limited	\$ 50	\$50
Manila Investment Co., Limited	\$ 50	\$50 nominal

BENJAMIN, KELLY & POTTS,

Share Brokers.

Telegraph Address—"Rialto."
Telephone No. 148.

STEAMERS EXPECTED.

VESSEL'S NAME	FLAG & RIG	CAPTAIN	FROM	AGENTS	DUE
Australian	B str.	P. T. Helms	Manila	Gibb, L'iston & Co.	To-morrow
Gaelic	B str.	Wm. Finch	Shanghai	O. & O. S. S. Co.	Sept. 26th
Bengal	B str.	A. L. Valentini	Singapore	P. & O. S. N. Co.	Sept. 26th
Empress of China	B str.	R. Archibald, R.M.R.	Vancouver	C. P. R. Co.	Sept. 30th
Hongkong Maru	J str.	W. E. Filmer	San Francisco	P. M. S. S. Co.	Oct. 2nd
Sachsen	G str.	H. Supper	Colombo	Melchers & Co.	Oct. 2nd
Preussen	G str.	E. Preber	Japan	Melchers & Co.	Oct. 2nd
China	A str.	W. B. Seabury	San Francisco	P. M. S. S. Co.	Oct. 10th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

CHINA COAST METEOROLOGICAL REGISTER.

23RD SEPTEMBER, 1901, P.M.

STATION.	HOUR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND.		WEATHER.
					DIRECTION.	FORCE.	
Wladivostock	2 p.m.	29.84	70	—	SE	2	c
Tokio	"	30.06	—	—	SW	4	—
Kochi	"	30.03	—	—	SE	4	—
Nagasaki	"	29.95	—	—	SE	4	—
Kagoshima	"	29.95	—	—	E	4	—
Taihouku	1 p.m.	29.90	—	—	N	4	—
Taihou	"	29.92	—	—	W	4	—
Tainan	"	29.99	—	—	N	4	—
Koshun	"	29.97	—	—	N	4	—
Pescadores	"	29.96	—	—	N	4	—
Gutzlaff	3 p.m.	30.02	80	58	SE	2	by
Sharp Peak	"	29.93	80	70	SE	4	b
Amoy	"	29.94	84	68	SE	4	c
Swatow	"	—	—	—	—	—	—
Canton	"	29.92	94	61	S	2	b
Hongkong	4 p.m.	29.92	81	74	E	3	b
Victoria Peak	"	—	—	—	ESE	1	—
Gap Rock	"	29.92	—	—	E	3	—
Macao	"	29.93	87	—	SSE	1	c
Haiphong	1 p.m.	—	—	—	—	—	—
Manila	4 p.m.	29.80	86	78	—	—	c
Batavia	3 p.m.	—	—	—	NW	2	c
Bacolod	"	—	—	—	—	—	c
Iloilo	"	29.84	85	—	SW	0	c
Cebu	"	29.82	83	—	SW	1	c
Cape S. James	"	—	—	—	—	—	c

24TH SEPTEMBER, 1901, A.M.

Wladivostock	7 a.m.	29.81	59	93	NE	2	o
Tokio	10 a.m.	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Taihoku	5 a.m.	29.06	—	—	—	0	—
Taichu	"	29.93	—	—	—	0	—
Tainan	"	29.93	—	—	E	2	—
Koshun	"	29.94	—	—	E	4	—
Pescadores	"	29.95	—	—	—	0	—
Gutlaff	9 a.m.	30.01	76	73	SSE	1	cv
Sharp Peak	"	29.97	81	70	—	0	b
Amoy	"	29.98	80	78	NE	2	c
Swatow	"	—	—	—	—	—	—
Canton	"	—	—	—	—	—	—
Hongkong	10 a.m.	29.99	84	72	E	1	b
Victoria Peak	"	—	—	—	S	1	—
Gap Rock	"	29.98	—	—	E	1	—
Macao	"	30.00	87	—	E	1	c
Haipong	7 a.m.	—	—	—	—	—	—
Manila	10 a.m.	29.92	86	71	SW	1	c
Malate	9 a.m.	—	—	—	S	1	o
Bacolod	"	—	—	—	—	0	o
Iloilo	"	29.92	81	—	—	0	b
Cebu	"	29.91	86	—	SW	1	b
Cape S. James	7 a.m.	—	—	—	WNW	1	c

Post Office.

A Mail will close:-

For Canton—Per *Honam*, to-morrow, the 25th instant, at 7.30 A.M.
 For Bangkok—Per *Chowfa*, to-morrow, the 25th instant, at 9 A.M.
 For Haiphong—Per *Hongkong*, to-morrow, the 25th instant, at 9 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, H.C. and Vancouver—Per *Empress of Japan*, to-morrow, the 25th instant, at 11 A.M.
 For Macao—Per *Hongkong*, to-morrow, the 25th instant, at 1.15 P.M.
 For Manila—Per *Diamante*, to-morrow, the 25th instant, at 4 P.M.
 For Tientsin—Per *Kwaiyang*, to-morrow, the 25th instant, at 4 P.M.
 For Canton—Per *Fatshan*, to-morrow, the 25th instant, at 5 P.M.
 For Amoy—Per *Changchew*, to-morrow, the 25th instant, at 5 P.M.
 For Shanghai—Per *Loongmoon*, on Thursday, the 26th instant, at 2 P.M.
 For Kunchuck and Samshui—Per *Tung-kong*, on Thursday, the 26th instant, at 3 P.M.
 For Singapore and Bombay—Per *Carnegie*, on Thursday, the 26th instant, at 4 P.M.
 For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Kosella*, on Friday, the 27th instant, at 3 P.M.
 For Tientsin—Per *Kiukiang*, on Friday, the 27th instant, at 4 P.M.
 For Manila—Per *Yuenang*, on Friday, the 27th instant, at 4 P.M.
 For Europe, &c., India, via Taticotin—Per *Chusan*, on Saturday, the 28th inst., at 11 A.M.
 For Swatow and Tientsin—Per *Lokung*, on Saturday, the 28th instant, at 2 P.M.
 For Cheloo and Newchwang—Per *Changshui*, on Saturday, the 28th instant, at 4 P.M.
 For Europe, &c., India, via Taticotin—Per *Prussen*, on Thursday, the 3rd October, at 11 A.M.
 For Shanghai—Per *Tsimu*, on Thursday, the 3rd October, at 4 P.M.
 For Moji, Kobe, Yokohama, San Diego and San Francisco—Per *Swallow*, on Thursday, the 10th Oct., at 4 P.M.
 For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Chingtu*, on Saturday, the 12th October, at 4 P.M.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.
Honam, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Powin, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,352, C. V. Lloyd, Butterfield & Swire.
Hoi-long, Chinese steamer, 409 tons, Captain Chi Wo & Co.
Tai-on, British steamer, 728, J. Lawrence, Tai On Steamship Co.
Pak Kong, British steamer, Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao.
Heungshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton, and Macao Steamboat Co.

Macao and Canton.
Lungshan, British steamer, 141, G. F. Morrison, N.R.R., Hongkong, Canton, and Macao Steamboat Co.
Kiangtung, Chinese steamer, 513, R. J. MacKenzie, China Merchant Steam Navigation Co.

Canton and West River.
Lungking, British steamer, 141, R. D. Thomas, Hongkong, Canton, and Macao Steamboat Co.
City of Whampoa, Chinese steamer, 40, Ah Yon.
Sun Chow, Chinese steamer, Ah Yon.

Hongkong and West River.
Salkong, British steamer, 259, D. Bowie, Kwong Weng Steamship Co.
Cheung Kong, Y. Kun, 58, Kwong Wan S.S. Co.
Kwai Lun, British steamer, Kai Hing & Co. Ltd., American lorchas.
Nanning, British steamer, J. J. Lossius, Hongkong, Canton, and Macao Steamboat Co., J. M. & Co. and B. & S.

Lorchas and Schooners.
Kutling, lorch, 160, Reynolds, Hongkong to Canton, Hung Kum Sing.

EXCHANGE.

Hongkong, 24th September.
 ON LONDON, Telegraphic Transfer, 1/11 3/16
 Bank Bills, on demand, 1/11 1/4
 Credits, 4 months' sight, 1/11 1/4
 Debits, 4 months' sight, 1/11 1/4
 ON BERLIN, Bank Bills, on demand, 1/11 1/8
 Credits, 4 months' sight, 1/11 1/8
 Debits, 4 months' sight, 1/11 1/8
 ON NEW YORK, Bank Bills, on demand, 1/11 1/8
 Credits, 30 days' sight, 1/11 1/8
 Debits, 30 days' sight, 1/11 1/8
 ON BOMBAY, Telegraphic Transfer, 1/11 1/8
 On demand, 1/11 1/8
 Private 30 days' sight, 1/11 1/8
 ON SHANGHAI, Telegraphic Transfer, 1/11 1/8
 Private 30 days' sight, 1/11 1/8
 ON YOKOHAMA, T.T., 1/11 1/8
 Sovereigns, Bank's Buying Rate, 1/11 1/8
 Gold Leaf too touch, per tael, 1/11 1/8
 Bar Silver, 1/11 1/8
 Dollars, 1/11 1/8

OPUM QUOTATIONS.

Hongkong, 24th September.
 New Patna, 1/11 1/8 per cwt.
 Old Patna, 1/11 1/8 per cwt.
 New Benares, 1/11 1/8 per cwt.
 Old Benares, 1/11 1/8 per cwt.
 New Malwa, 1/11 1/8 per cwt.
 Old Malwa, 1/11 1/8 per cwt.
 Persian, paper tied, 1/11 1/8

VESSELS IN PORT.

Steamers.
 ANPING MARU, Japanese steamer, 1,056, S. Atsumi, 22nd Sept., Swatow 21st Sept., General, Mitsui Bussan Kaisha.
 APENRADE, German steamer, 611, H. Lorenzen, 21st Sept., Hoihow 20th Sept., General, Jensen & Co.
 DANIELSBERG, German steamer, 1,379, A. Rickmann, 21st Sept., Samarang 29th Aug., Sugar, Butterfield & Swire.
 CALCHAS, British steamer, 4,278, T. Bartlett, 23rd Sept., Singapore 18th Sept., General, Butterfield & Swire.
 CHANGHUA, British steamer, 1,463, T. Moore, 24th Sept., Shanghai 9th Sept., General, Butterfield & Swire.
 CHARTERHOUSE, British steamer, 1,278, Joslin, 20th Sept., Singapore 13th Sept., General, 100 Tck-Sing.

CLARA, German steamer, 675, Ulderup, 22nd Sept., Hoihow 20th Sept., General, Jensen & Co.
 DEVAWONGSE, German steamer, 1,057, H. Textor, 20th Sept., Swatow 19th Sept., General, Butterfield & Swire.
 DIAMANTE, British steamer, 1,254, J. Rattenbury, 21st Sept., Manila 18th Sept., General, Shewan, Tomes & Co.
 ELICINO, American steamer, 501, R. de Alencar, 3rd Sept., Manila 31st August, Ballast, Brindao & Co.
 EMPRESS OF JAPAN, British steamer, 3,003, H. Fybus, R.N.R., 11th Sept., Vancouver 20th Aug., and Shanghai 8th Sept., Mails and General, C. P. R. Co.
 GLOUCESTER CITY, British steamer, 2,197, Nilsen, 20th Sept., Samarang 8th Sept., Sugar, Butterfield & Swire.
 HERMAN MENZEL, German steamer, 1,125, Shui, 18th Sept., Newchwang 12th Sept., Beans, E. A. Trading Co.
 HONGKONG, French steamer, 750, J. Pannier, 23rd Sept., Haiphong 20th Sept., Rice and Pigs, A. R. Marty.
 KOH-SI-CHANG, German steamer, 1,291, Leuss, 21st Sept., Bangkok 14th Sept., General, Butterfield & Swire.
 KWEIYANG, British steamer, 1,062, A. W. Outerbridge, 23rd Sept., Canton 23rd Sept., General, Butterfield & Swire.
 LIGHTNING, British steamer, 2,144, J. C. Spence, 20th Sept., Calcutta 31st Aug., Penang and Singapore 14th Sept., General, Davis, Sassoon & Sons & Co.
 LOONGMOON, German steamer, 1,245, R. Schmidt, 9th Sept., Canton 9th Sept., General, Siemens & Co.
 LOOSKO, German steamer, 1,020, T. Fuchs, 23rd Sept., Bangkok 16th Sept., Rice, Butterfield & Swire.
 MACDUFF, British steamer, 1,882, R. Glegg, 22nd Sept., Moul 15th Sept., Coal, Dodwell & Co. Ltd.
 TAKSANG, British steamer, 977, W. P. Baker, 22nd Sept., Bangkok 16th Sept., General, Jardine, Matheson & Co.
 TRIGONIA, British steamer, 1,069, Powell, 20th Aug., Shanghai 18th Sept., Kerosine, Arnold, Kargberg & Co.
 VICTORIA, American steamer, 2,112, J. Pantan, 1st Aug., Tacoma, U.S.A. 4th July, General, Dodwell & Co. Ltd.
 VICTORIA, Swedish steamer, 989, J. A. Hillberg, 22nd Sept., Java 11th Sept., Sugar, E. A. Trading Co.

Sailing Vessels.

CELESTE BURLILL, British ship, 1,764, C. A. Trefry, 29th May, Manila 9th May, Ballast, Order.
 GEO. VALENTINE, French bark, 766, Harbert, 23rd Aug., Haiphong 15th Aug., Ballast, Order.
 HELEN H. WYMAN, American ship, 1,664, D. A. Vanhorn, 10th Sept., Cheloo 28th Aug., Ballast, Arnold, Kargberg & Co.
 I. F. CHAPMAN, American ship, 2,013, Chapman, 10th Aug., Kobe 19th July, General, Arnold, Kargberg & Co.
 KENTMERE, British ship, 2,347, Bundy, 19th Sept., New York 5th May, Oil, Standard Oil Co.
 LAUNBERG, American bark 906, McDougall, 14th Aug., Cebu 6th Aug., Ballast, Master.
 L. SCHIPP, American ship, 1,673, Kendall, 5th July, Manila 25th June, Ballast, Carlowitz & Co.
 MANUEL LLAGUNA, American ship, 1,650, Nichols, 29th June, New York 3rd Mar., Kerosine Oil, Standard Oil Co.
 SEA-WITCH, American ship, 1,172, Howes, 21st Feb., Manila 18th Feb., Ballast, Master.
 STATE OF MAINE, American ship, 1,467, Colcord, 8th Sept., New York 4th May, Kerosine, Standard Oil Co.
 SUSQUEHANNA, American ship, 2,590, M. T. Bailey, 24th July, Manila 17th July, Ballast, Siemens & Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, September 24th, 1901.
 Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Easkine, Wei-hai-wei.
 Albion, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewett, Hongkong.
 Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Shanghai.
 Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Stirling, Wootung.
 Argenta, 1st-class cruiser, 11,000 tons, 15,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Hongkong.
 Astraea, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Amoy.
 Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Wei-hai-wei.
 Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain Sir G. J. S. Warrender, Bart., Nagasaki.
 Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Taku.
 Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.
 Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 i.h.p., Commander Sir Bouchier Wrey, Bart., Singapore.
 Britomart, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Taku.
 Dolphin, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Wei-hai-wei.
 Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Shanghai.
 Eclipse, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. Stokes, Amoy.
 Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 14 guns, Capt. A. W. Paget, C.M.G., Taku.
 Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.
 Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.
 Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Beaty Powell, Canton.
 Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. Carter, Wei-hai-wei.
 Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.
 Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.
 Hardy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. G. C. Hardy.
 Humbler, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.
 Isis, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, V.O., Hongkong.
 Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,000 i.h.p., in reserve.
 Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Wei-hai-wei.
 Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.
 Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Com. C. P. Mansel, Taku.
 Phenix, sloop, 1,060 tons, 6 guns, 1,460 i.h.p., Comdr. Y. H. Nicholson, Canton.

Pigmy, 1st-class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. Oldham, cruising.
 Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.
 Plover, 1st-class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.
 Rambler, surveying ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.
 Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.
 Robin, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. G. C. Webster, West River.
 Rosario, tug, 960 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, Singapore.
 Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. Carr, West River.
 Snipe, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtze.
 Swift, 2nd-class gunboat, 750 tons, 6 guns, 870 i.h.p., in reserve Hongkong.
 Tabu, torpedo-boat destroyer, 250 tons, in reserve Hongkong.
 Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stopford, Wei-hai-wei.
 Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
 Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Wei-hai-wei.
 Tweed, coast defence gunboat, 363 tons, 3 guns, 300 i.h.p., in Reserve Hongkong.
 Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut.-Comdr. Lyne, Shanghai.
 Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Wei-hai-wei.
 Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.
 Woodcock, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kiu-kiang.
 Woodruff, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.
 Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.
 Holland, Dutch cruiser, 8 guns, 3,000 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.
 Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 i.h.p., Capt. Wiber, Singapore.
 Konigin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossouw, Swatow.
 Leopard, Austrian cruiser, 1,600 tons, Captain Muller, Saigon.
 Liberal, Portuguese cruiser, 558 tons, Comdr. José da Cunha Lima, Macao.
 Maria Theresa, Austrian cruiser, 10 guns, 5,000 tons, 9,755 i.h.p., Capt. V. Bles Riter, Sanbuchi, Shanghai.
 Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,750 i.h.p., Capt. Jansen, Taku.
 Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.
 Zenia, Austrian cruiser, 2,200 tons, Captain Runski, Singapore.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
 Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 i.h.p., Captain Jakovlev, at Nagasaki.
 Admiral Nakhimoff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 i.h.p., Captain Nakhimoff, at Nagasaki.
 Admiral Ushakov, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 i.h.p., Captain Ushakov, at Tientsin.
 Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 i.h.p., Captain Elkski, at Nagasaki.
 Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 i.h.p., Captain Dobrovolsky, at Taku.
 Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 i.h.p., Comdr. Sharon, at Taku.
 Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 i.h.p., Capt. Serebrennikoff, at Taku.
 Gremlatsky, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 i.h.p., Capt. Miklashevsky, at Shanghai.
 Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 i.h.p., Capt. Silmann, at Taku.
 Mandouff, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 i.h.p., Capt. Yakevoff, at Taku.
 Navarin, Russian battleship, 10,000 tons, 10 guns, 8,000 i.h.p., Capt. Yenish, at Nagasaki.
 Naryndin, Russian cruiser, 1,334 tons, 14 guns, 1,800 i.h.p., Capt. Zarine, at Nagasaki.
 Olvany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 i.h.p., Captain Copriano, at Shanghai.
 Petropavlovsk, Russian battleship, 12,000 tons, 12 guns, 14,500 i.h.p., Capt. Domojiroff, at Nagasaki.
 Roubaynik, Russian cruiser, 1,330 tons, 1,786 i.h.p., 11 guns, Capt. Komaroff, at Singapore.
 Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 i.h.p., Capt. Harny, Port Arthur.
 Sevastopol, Russian battleship, 10,000 tons, 12,000 i.h.p., 16 guns, Capt. Meleusky, at Nagasaki.
 Slatch, Russian gunboat, 4 guns, 1,200 i.h.p., Capt. Barronoff, at Nagasaki.
 Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p., Capt. Molias, at Taku.
 Stovoutch, Russian gunboat, 505 tons, twin screw 13 guns, 1,200 i.h.p., Capt. Soubatin, at Nagasaki.
 Spunborg, 1st class, Russian torpedo boat, 60 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.
 Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.
 Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.
 Voadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulja, at Taku.
 Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.
 Forel, Russian torpedo boat, 35 tons, 1 gun, 220 h.p., 16 knots.
 Janichich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
 Kaitaka, Russian torpedo boat, 350 tons, Capt. Motzavieff, at Shanghai.
 Kik, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai.
 Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
 Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.
 Podaromik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
 Skel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
 Skel, Russian torpedo boat, 350 tons, Captain Snijmow, at Shanghai.

Scorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
 Soichenna, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
 Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
 Sterlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
 Struss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
 Sungari, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.
 Reval, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
 Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
 1. Flagship of Vice-Admiral Alexieff.
 1. Flagship of Rear-Admiral F. V. Dubosoff.
 1. Flagship of Rear-Admiral Reunoff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 4,800 tons, 8 guns, Comdr. von Basewitz, at Shanghai.
 Friedrich Bismarck, German flagship, 11,000 tons, 36 guns, Capt. Graf Lotke, at Taku.
 Gefion, German cruiser, 4,100 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.
 Gier, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, at Shanghai.
 Hana, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Wootung.
 Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Wootung.
 Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Uesdom, at Shanghai.
 Ilia, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Shamer, Practice, 8 guns, 2,990 h.p., Capt. Stein, at Nagasaki.
 Jaguar, German gunboat, 1,600 tons, 10 guns, Capt. Berger, at Foochow.
 Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gullich, at Amoy.
 Kurfirst Friedrich Wilhelm, German battleship, 10,100 tons, 40 guns, Capt. von Holzdorff, at Wootung.
 Luets, German gunboat, 850 tons, 10 guns, Comdr. Daehphardt, at Shanghai.
 Schwabe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Haakow.
 Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
 Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mitletsdadt, at Shanghai.
 Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.
 Warth, German gunboat, 1,000 tons, 40 guns, Capt. Borkenhardt, at Taku.
 K. F. Wilhelm, German battleship, at Nagasaki.
 No. 90, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.
 No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.
 No. 92, German torpedo-boat, 320 tons, Capt. Flunrich, at Shanghai.
 * Flagship of His Excellency Vice-Admiral Bendemann.
 * Flagship of Rear-Admiral Geissler.
 * Flagship of Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.
 Aniral Charrier, 2nd-class cruiser, 4,800 tons, Capt. Baudouin, en route, Hongkong.
 Bengali, 2nd-class cruiser, 4,800 tons, Lt.-Comdr. Der la Croix de Castries, at Nagasaki.
 Bugeaud, 2nd-class cruiser, 4,000 tons, 19 guns, 9,000 i.h.p., Capt. Deleive, at Shanghai.
 Chassaloup Laubat, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.
 Comete, gunboat, 600 tons, Capt. Louët, at Canton.
 Decade, gunboat, 690 tons, Capt. Maresubette, at Taku.
 D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.
 Descares, 2nd class protected cruiser, 4,000 tons, 35 guns 651 i.h.p., Captain Saline, at Shanghai.
 Eure, Dispatch-transport, Capt. Vallée, at Saigon.
 Friant, gunboat, 693 tons, Capt. Adam, at Canton.
 Guichen, 2nd-class cruiser, 8,277 tons, 24,000 i.h.p., 8 guns, Capt. de Surgy, en route Home.
 Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.
 Keraint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.
 Lign, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.
 Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.
 Sily, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.
 Surville, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Shanghai.
 Ville Dalgier, monitor, 944 tons, Captain Bommesart, at Hongkong.
 Viper, gunboat, 650 tons, Captain G. del Villeneuve, Foochow.
 * Flagship of Vice-Admiral Courjolles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
 Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,435 h.p., Comdr. C. H. Arnold, at Hongkong.
 Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.
 Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.
 Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,190 h.p., Comdr. S. W. Very, at Shanghai.
 Celtic, U.S. supply-ship, 6,428 tons, 1,390 h.p., Comdr. G. T. Forre, at Manila.
 Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
 Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carrin, at Manila.
 Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
 Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.
 Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,908 h.p., Comdr. E. K. Moore, at Manila.
 Iris, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.
 Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. Bleecker, at Manila.
 Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.
 Mantia, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. F. Naro, at Manila.
 Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Chert, at Canton.
 Menadock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farebault, at Shanghai.
 Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.
 Monterey, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. W. Piggan, at Hongkong.
 Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.
 New York, U.S. cruiser, 4,089 tons, Capt. B. McCullum, at Manila.

Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 17,111 h.p., Capt. F. W. Dickens, U.S.N., at Wootung.
 Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.
 Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.
 Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.
 Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.
 Wilmington, U.S. cruiser, 2,223 tons, Capt. C. O. Allibone, at Amoy.
 Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Perry, at Manila.
 Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.
 Zafiro, U.S. dispatch-vessel,